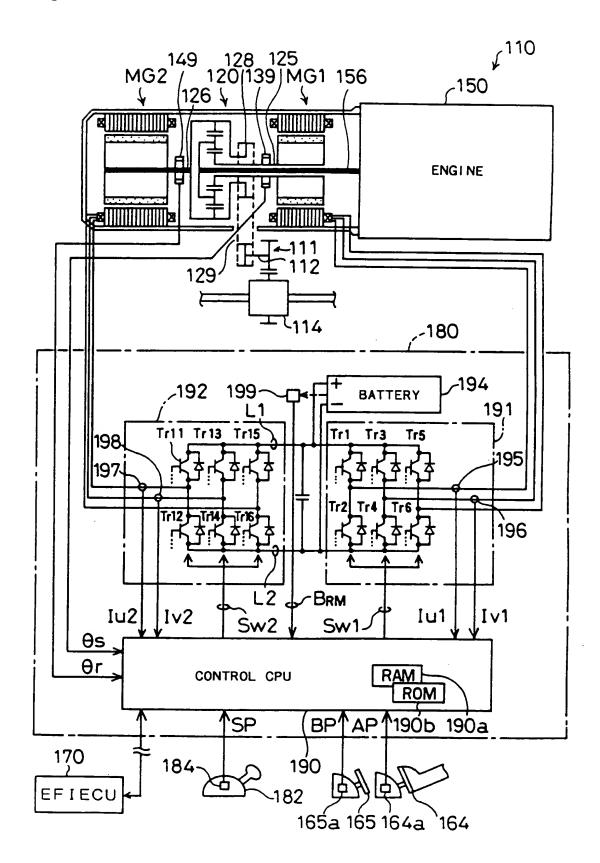
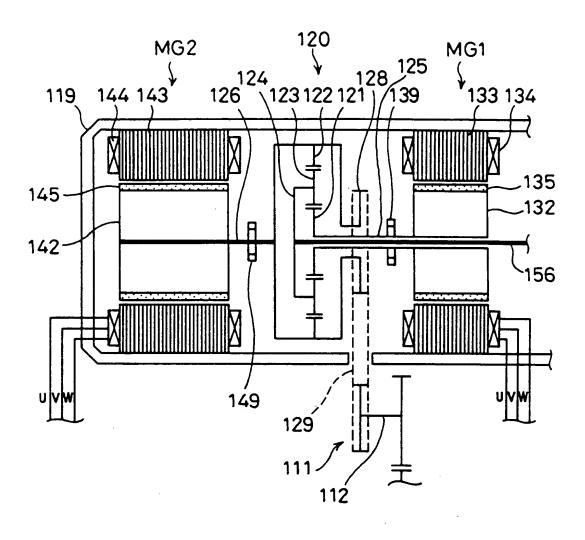
Fig. 1





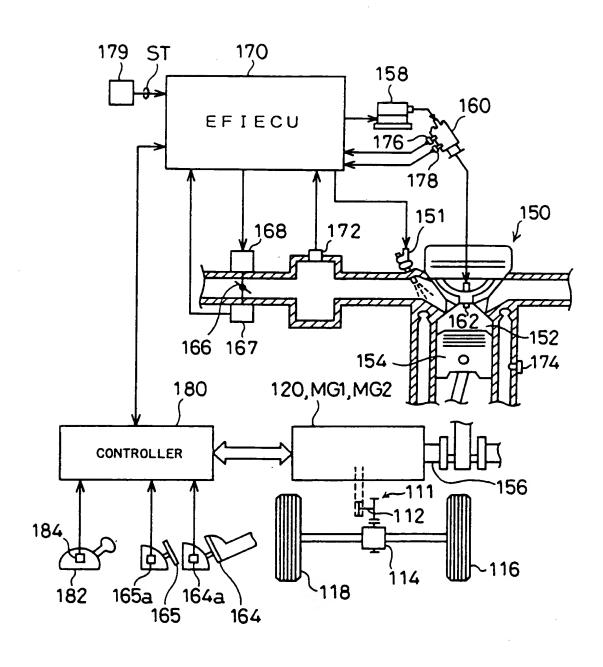


Fig. 4

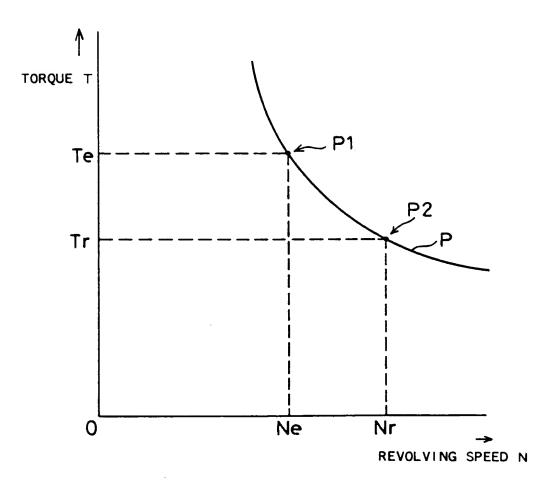


Fig. 5

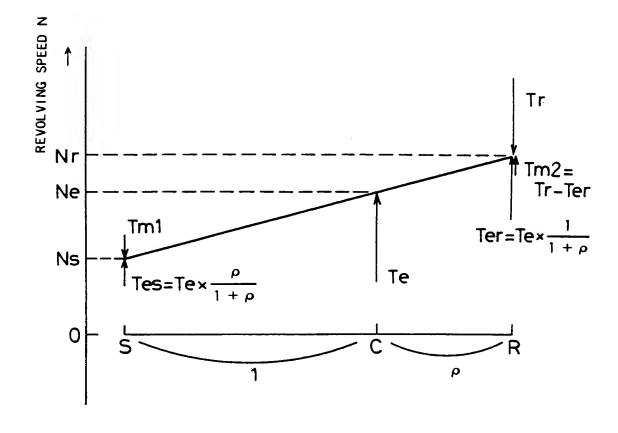


Fig. 6

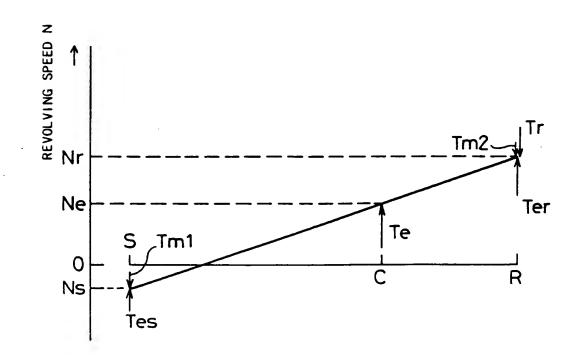


Fig. 7

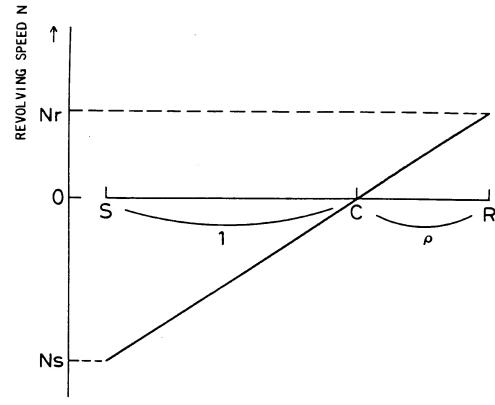
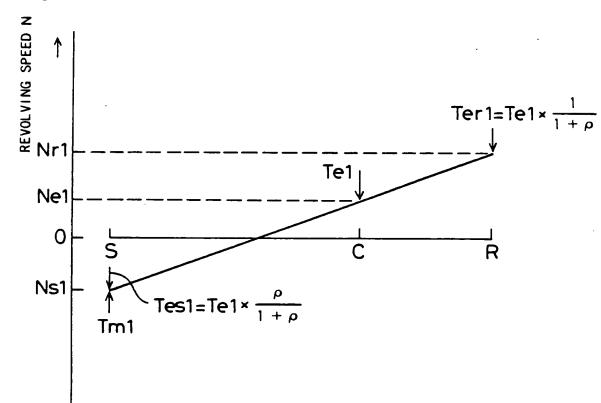
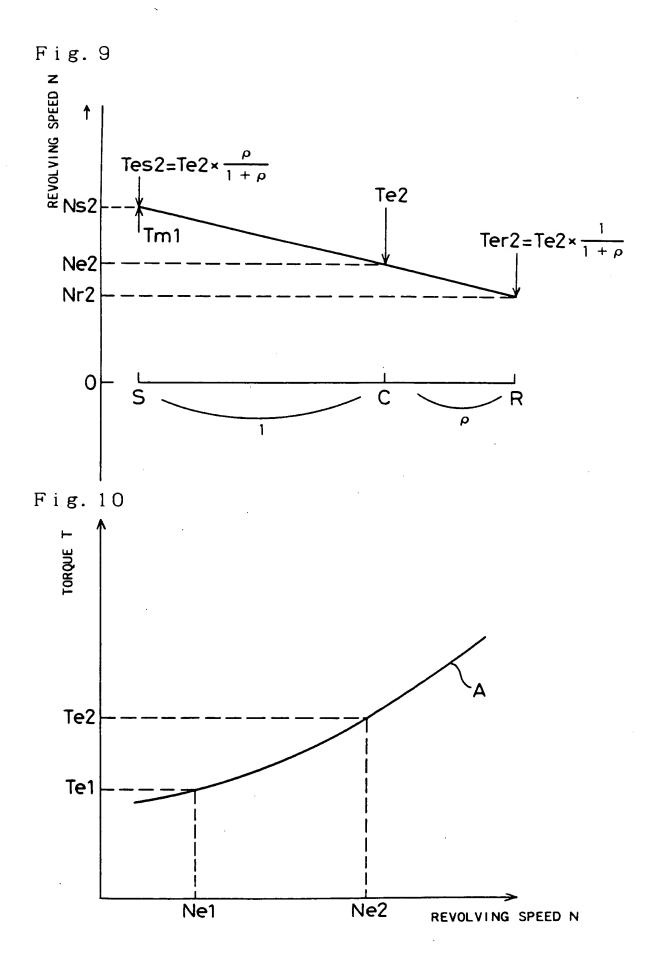


Fig. 8





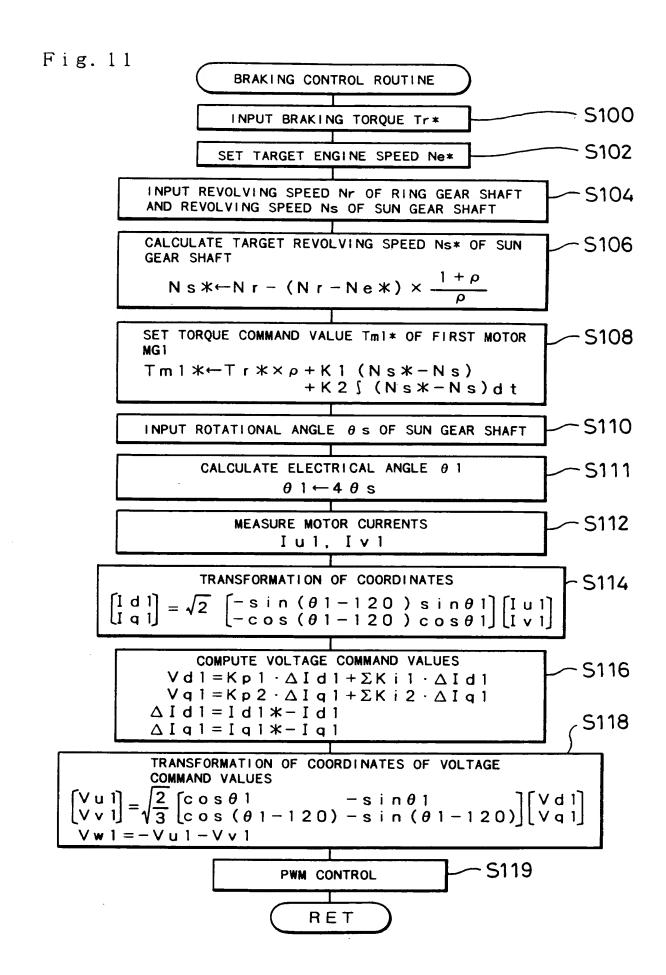


Fig. 12

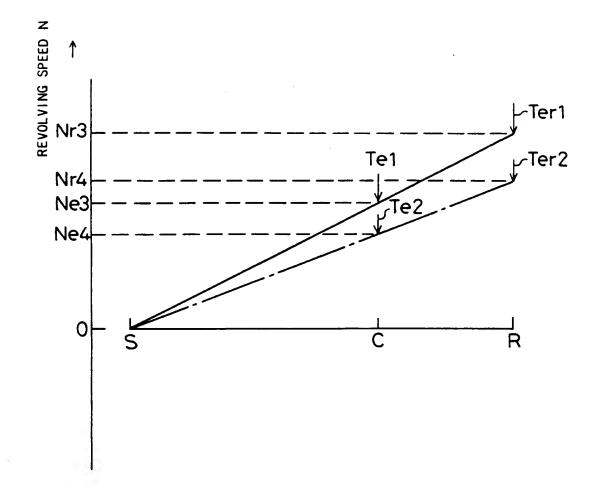
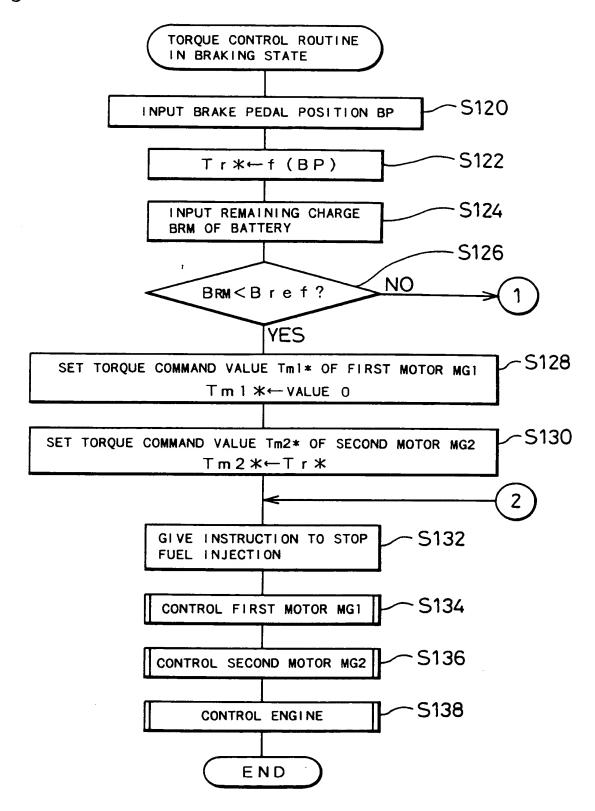
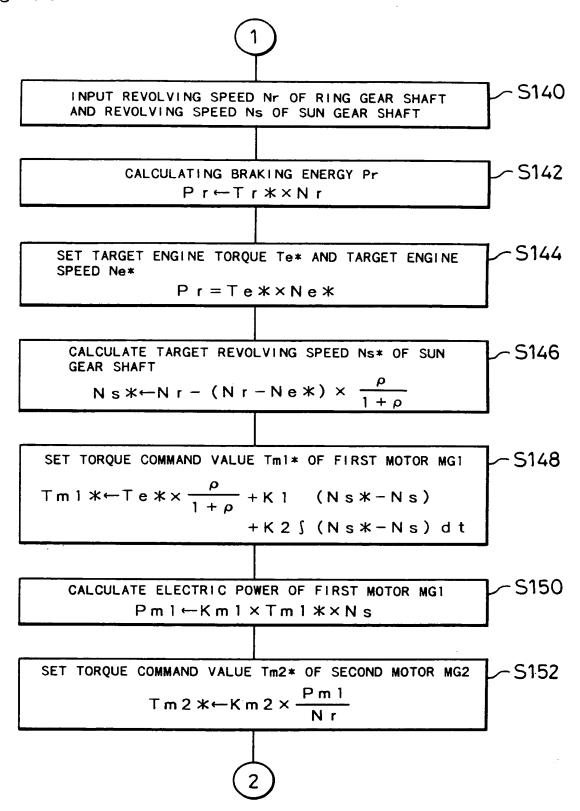
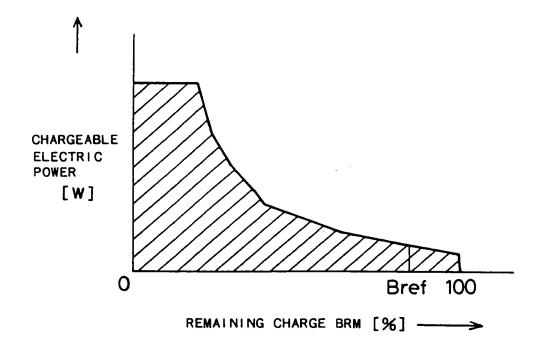
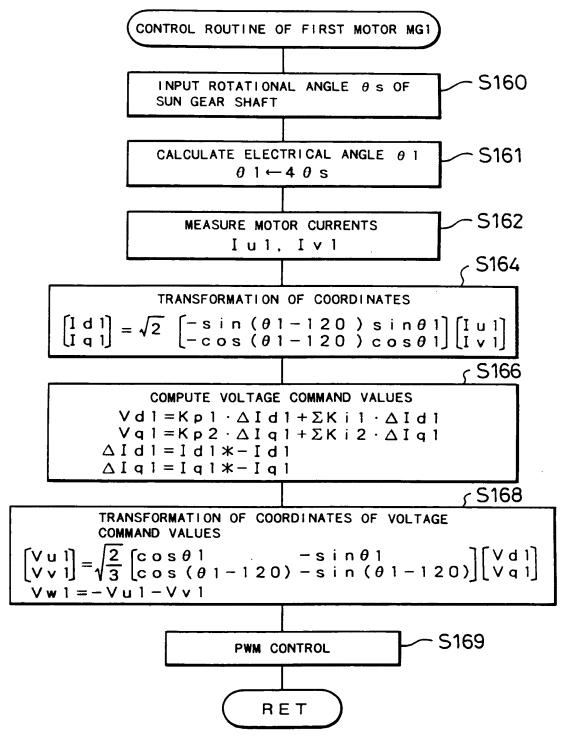


Fig. 13









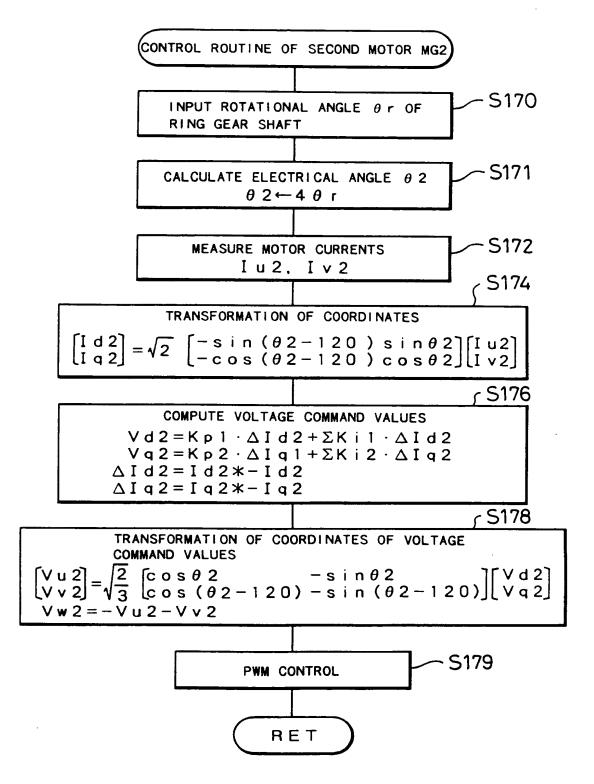


Fig. 18

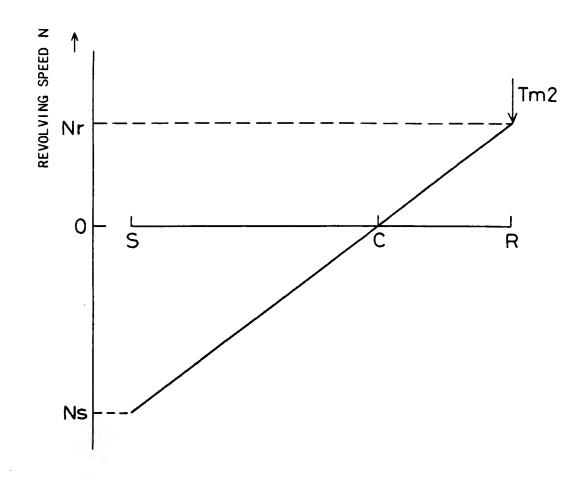
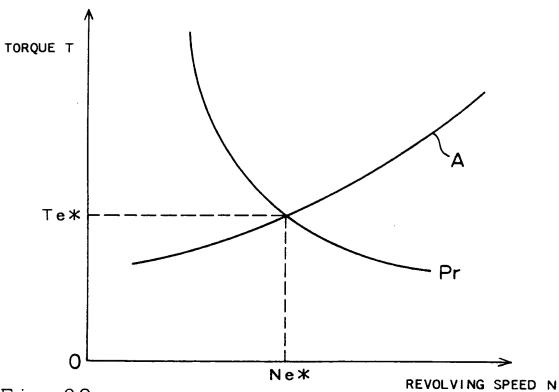


Fig. 19



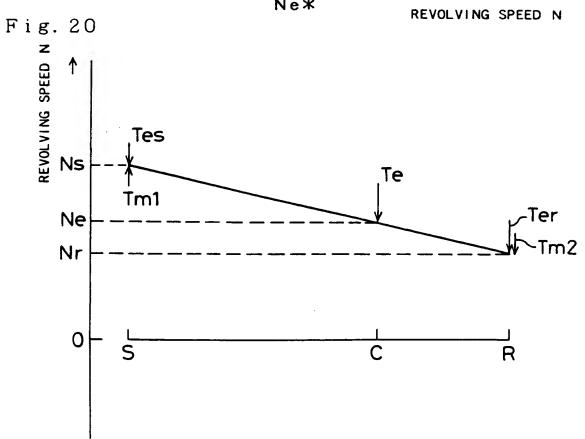


Fig. 21

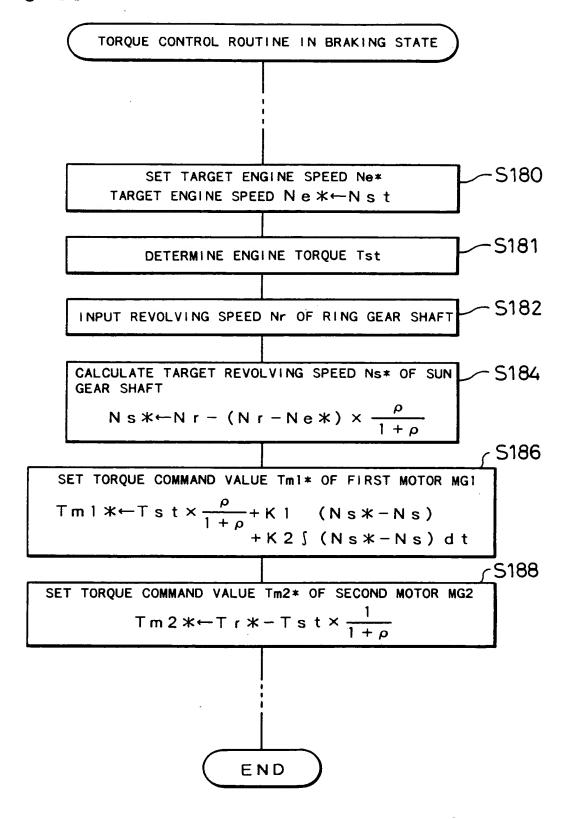


Fig. 22

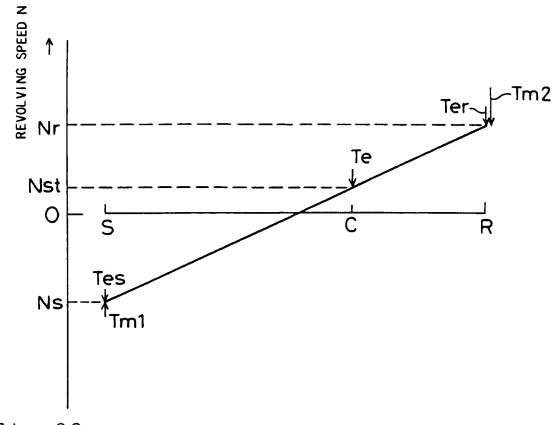


Fig. 23

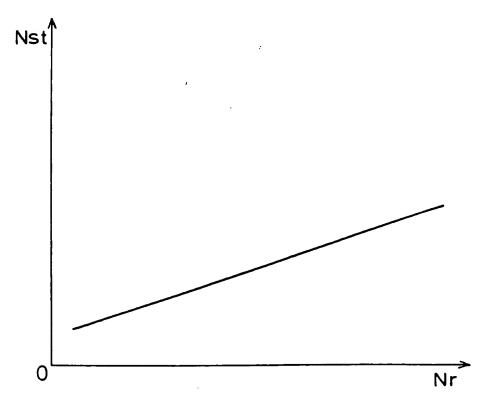


Fig. 24

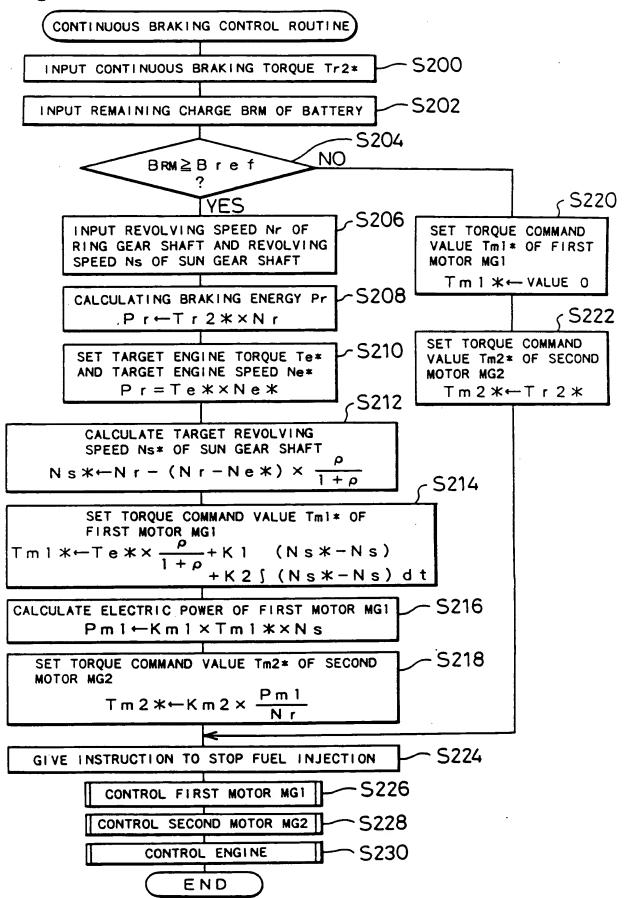


Fig. 25

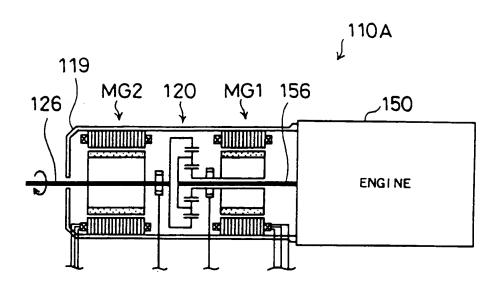
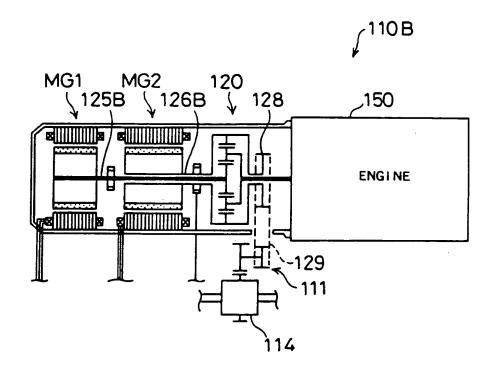


Fig. 26



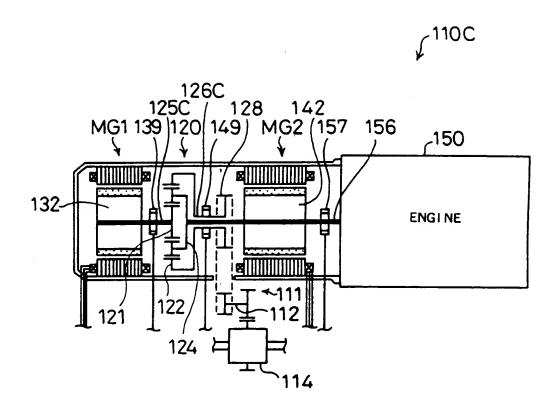


Fig. 28

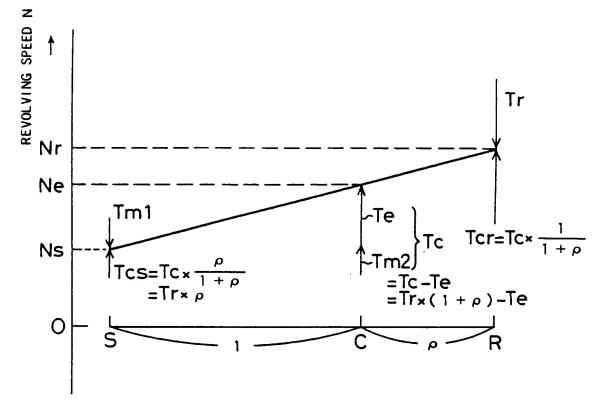


Fig. 29

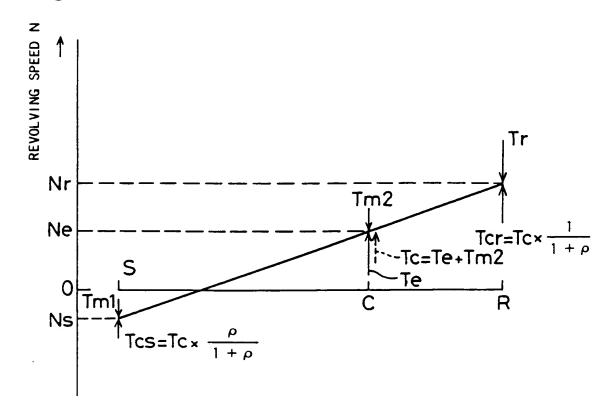


Fig. 30

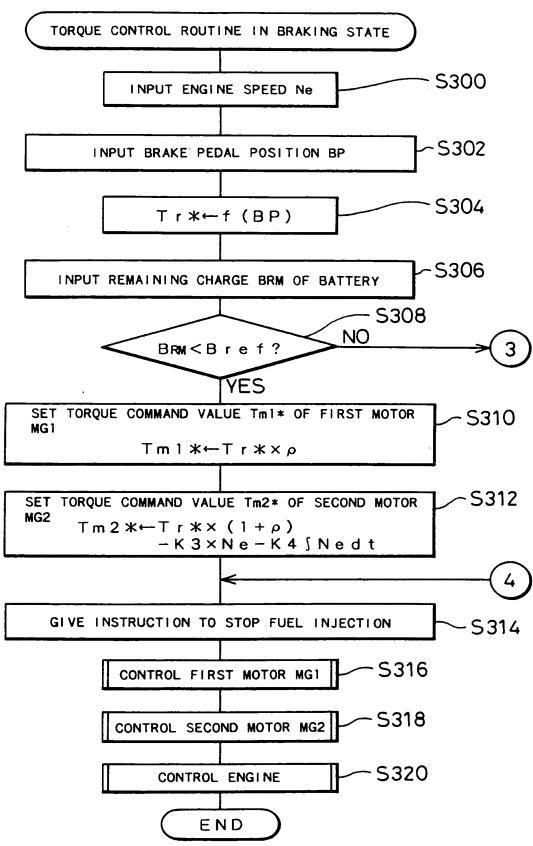
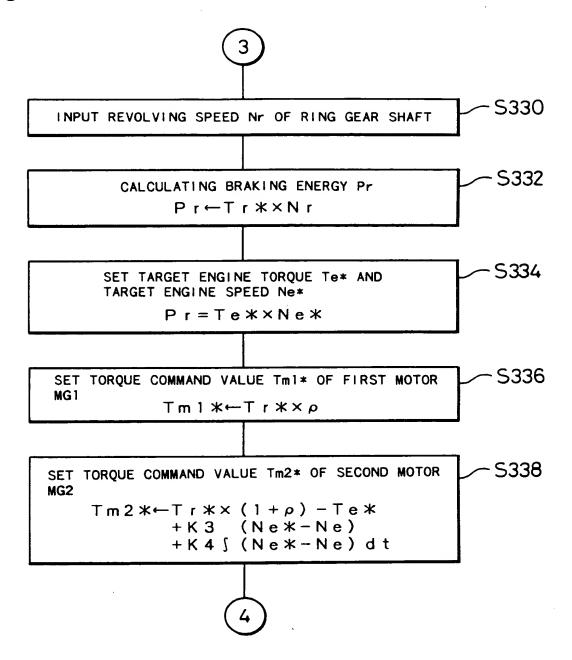


Fig. 31



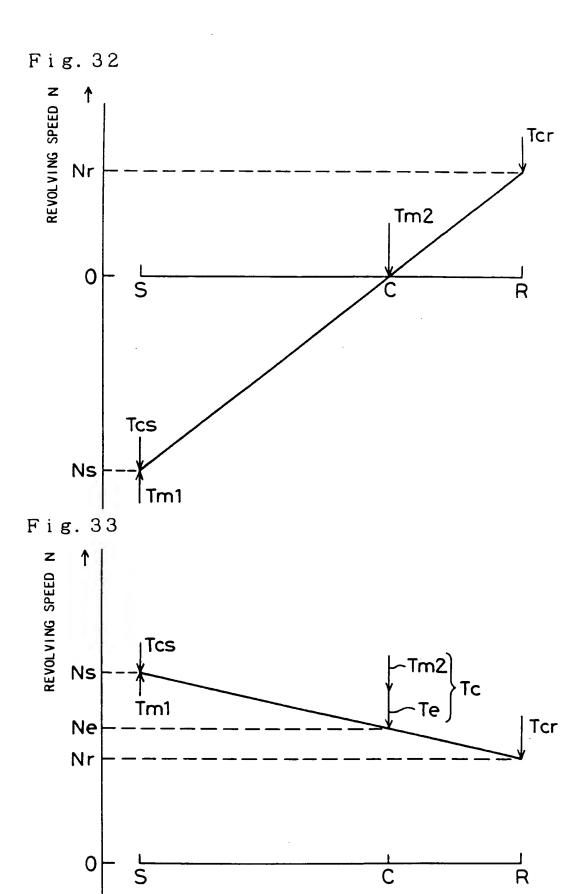


Fig. 34 CONTINUOUS BRAKING CONTROL ROUTINE **S400** INPUT CONTINUOUS BRAKING TORQUE Tr2* **S402** INPUT ENGINE SPEED Ne S404 INPUT REMAINING CHARGE BRM OF BATTERY S406 NO BRM≧Brcf **S418** c S408 SET TORQUE COMMAND YES VALUE Tm1 * OF FIRST INPUT REVOLVING SPEED Nr OF MOTOR MG1 RING GEAR SHAFT Tm1*←Tr2*×ρ S410 CALCULATING BRAKING ENERGY Pr SET TORQUE COMMAND Pr←Tr2*×Nr VALUE Tm2* OF SECOND MOTOR MG2 SET TARGET ENGINE TORQUE Te* Tm2*←Tr2*×(1+ρ) AND TARGET ENGINE SPEED Ne* $-K3 \times Ne$ $Pr = Te * \times Ne *$ -K4 \ Nedt S412 S420 SET TORQUE COMMAND VALUE Tm1* OF FIRST MOTOR MG1 S414 Tm 1 *←T r 2 *× p SET TORQUE COMMAND VALUE Tm2* OF S416 SECOND MOTOR MG2 Tm2*←Tr*×(1+ρ)-Te* $(Ne \times - Ne)$ + K 3 +K4[(Ne*-Ne)dt GIVE INSTRUCTION TO STOP S422 FUEL INJECTION 5424 CONTROL FIRST MOTOR MG1 CONTROL SECOND MOTOR MG2 **S428** CONTROL ENGINE

END

Fig. 35



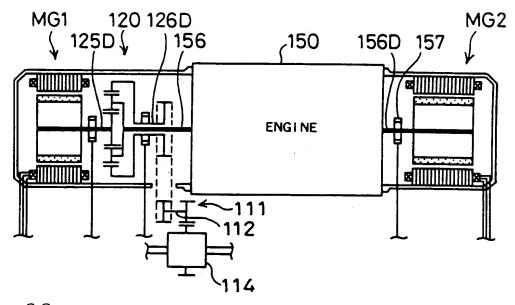


Fig. 36

